



# **CLEANBC –INDIGENOUS ENGAGEMENT SESSIONS**

## **“WHAT WE HEARD”**

### **JUNE/JULY 2019 and JANUARY 2020**

Submitted to the Province of British Columbia, Climate Action Secretariat

Submitted by Indigenuity Consulting Group Inc.

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## Executive Summary

In the spring of 2019, the Province of B.C. hosted a series of regional workshops attended by over 110 Indigenous participants from every region of the province to discuss issues related to climate change and the suite of government policies, programs, and legislative actions that fall under the umbrella of CleanBC.

Over the course of the 10 regional sessions, it became clear that climate change, reducing emissions, and how to manage and plan for the impacts of climate change is a key area of interest to Indigenous communities. That interest stems from a deep connection to the land and resources, an ingrained sense of responsibility to sustainably manage the environment, and a commitment to a way of life that is intricately related to and affected by the health and well-being of the land, air, and water.

This report has been prepared by Indigenuity, and is intended to reflect the comments, issues, concerns, and overall feedback that was generously provided by the representatives of Indigenous communities who were able to attend the sessions. Comments are not attributed to individual participants, nor are they offered in a verbatim format – but they are, to the greatest extent possible, summarized for ease of review. There is no commentary provided on the input received as the intent of this report is to reflect “What Was Heard”.

A draft report was sent to all participants in the regional sessions for review and edits. In addition, participants at a provincial forum on CleanBC in January 2020 had the opportunity to review the initial draft of the report and add further comments. This final version has incorporated those edits.

### Key Themes:

Participants were generous in their feedback on the wide range of topics that were discussed at each session. Although a number of participants indicated that they were, for the most part, unaware of CleanBC, they provided substantial input on both the substance of the programs contained within CleanBC and the development of the provincial climate preparedness and adaptation strategy, as well as suggestions on how to engage Indigenous governments and organizations moving forward.

Many participants provided suggestions on how to incorporate feedback from Indigenous governments and organizations into CleanBC and offered ideas on how to shape engagement going forward. The following is a summary of some of the key themes that emerged during the discussions.

- **Sustainability:** Participants stressed that Indigenous people are environmentally conscious, and so are aligned with the overarching goals behind CleanBC and supportive of many of the programs initiated under CleanBC. Some participants also stressed that Indigenous communities are not the primary culprits in creating greenhouse gas emissions, and suggested that government should place a priority on ensuring that industry is held accountable to reduce emissions.
- **Balance:** The juxtaposition between encouraging the development of clean energy projects, while at the same time canceling programs such as BC Hydro’s Standing Offer Program (SOP) for purchasing electricity produced through small scale renewable energy projects was noted by several participants. Similarly, the Province’s support of projects such as the Site C dam and fossil fuel developments were viewed by some as being contradictory to CleanBC goals, although other

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participants did acknowledge the global positive impact that some of those projects – such as LNG – would have in offsetting greenhouse gas emissions from resources such as coal.

- **Regional Diversity:** It was clear that many of the programs and policies under CleanBC were well received, and while participants appreciated the regional engagement process to identify how programs could be improved to meet regional realities, there was also concern that not all programs would work in certain parts of the province. For example, to expect that communities located in northern and cold locations with long driving distances, and a culture of hunting and gathering – would be able to easily shift to using electric vehicles or start walking to reduce the use of fossil fuels when there is virtually nothing there to support that transition (sidewalks, streetlights, bike lanes, public transit, etc.) was considered unrealistic.
- **Poverty:** A number of participants suggested that programs need to better consider the economic reality of communities generally and said that addressing poverty for Indigenous communities and people is a larger issue than CleanBC and is a prerequisite to meaningful community action on climate change. Participants conveyed that Indigenous communities across the province suffer, generally, from a level of poverty that affects how they might be impacted by the effects of climate change as well as how they might access and utilize programs under CleanBC.

Inadequate housing, lack of money to adequately maintain infrastructure, lack of credit to purchase vehicles, and minimal access to emergency response planning are all emblematic of communities and individuals forced to work extra-hard to do the things that those who are not impoverished do not have to do. Basic considerations such as access to high-speed internet to download CleanBC applications were cited as significant barriers, as were such factors as houses that are heated primarily by wood stoves not being able to access some of the building programs. Quite simply, participants said that rebates aren't very helpful if there is nothing to put down first, and were clear that Indigenous communities need to deal with poverty first and foremost.

- **Indigenous Knowledge:** Participants encouraged the Province to work with Indigenous communities to 'tap into' the wealth of knowledge that they have on issues of the environment. Many suggested that this knowledge should be treated on par with Western scientific knowledge, and that data collection in this area should be improved.
- **Reconciliation:** A theme that emerged fairly consistently was that the Province's efforts around climate change should not be linked to reconciliation. The idea that CleanBC, for example, reflected reconciliation with Indigenous people on its own, was not supported. Moreover, several participants suggested that "reconciliation" is being over-used as a term and needs better definition. Further, some participants said that the term should only be used in conjunction with the term 'truth'.
- **Climate Change Impacts:** Participants shared their experiences and knowledge about climate change effects on their communities. They spoke in detail about how fires, floods, windstorms, heat waves, melting glaciers, and other climate events have affected their environment and described effects – from diminishing salmon stocks to the increase of invasive species, to hungry wildlife and impacts on human health. It was suggested that the Province could draw upon the knowledge of Indigenous communities and offered a number of recommendations for moving forward on a provincial climate preparedness and adaptation strategy.

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## Key Comments on CleanBC Programs:

This section provides a high-level summary of key areas of interests expressed by participants in the three CleanBC program areas (buildings & communities, transportation, and industrial innovation) and on the provincial climate preparedness and adaptation strategy.

### 1. Buildings & Communities:

A number of participants shared their community goals around developing more sustainable buildings and infrastructure through measures such as improving insulation, installing energy-efficient windows, using solar power, and focusing on constructing buildings that will be sustainable over the long-term. These goals were consistent with many of the CleanBC programs outlined in 'Buildings & Communities'. Other key points and suggestions that were raised during discussions around buildings and communities included:

- The need to utilize local materials in construction.
- The need to recognize that some homeowners and communities may find it difficult to access program funding that is 'rebate-based' because of a lack of funds to put money up front to access those rebates. Similarly, many participants said that programs need to accommodate older, more run-down buildings and not just newer buildings. An example that was commonly raised was the fact that houses on many reserves are heated by wood stoves, which are not accommodated through the CleanBC building programs.
- A desire to explore opportunities to buy materials and equipment (e.g. heat pumps) in bulk to reduce costs.
- Where programs and related incentives/funding are created there is a need to ensure continuity of funding to achieve program goals and targets.
- Participants expressed support for the concept of Indigenous energy coaches to work with communities and community organizations to facilitate an understanding of the value of energy efficiency improvements and clean fuel-switching (where feasible), to provide guidance on program eligibility, and to aggregate multiple opportunities into bulk projects.

### 2. Transportation:

The discussions regarding the transportation initiatives under CleanBC highlighted the challenge of developing programs that apply across B.C. given the regional diversity of the province. While participants were generally supportive of initiatives to reduce emissions through programs and legislation targeting transportation, some key considerations were raised fairly consistently during the sessions. These included the feasibility of using electric vehicles in regions of the province characterized by cold climates and long driving distances, where it will be difficult to maintain a charge on batteries and there is a lack of charging stations in the area. Lifestyle considerations were also raised as being a barrier to some of the CleanBC programs such as: the need for larger vehicles to access areas required to hunt; the lack of sidewalks, adequate lighting, and safety measures to encourage active transportation; and the high cost of hydro required to charge vehicles.

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Many participants raised an interest in economic opportunities associated with charging stations (e.g. coupling stations with tourist destinations), and some talked about developing discrete power projects to supply the hydro to individual charging stations. A number of participants also talked about exploring the electrification of buses, industrial trucks, and boats.

### 3. Industrial Innovation:

Discussions around the industrial innovation programs of CleanBC focused on topics including industrial electrification, bioenergy opportunities, clean energy, reduction of greenhouse gases produced by industry, and methane reduction strategies. Key comments raised by participants during these discussions included:

- Agreement that emissions from industry needs to be reduced – participants were supportive of CleanBC initiatives targeted to industry and some suggested that there needed to be more of a focus on industry.
- The need to ensure that forestry operations are included within CleanBC initiatives – some participants said that forestry companies will only re-plant trees if they are legislated to do so.
- The need for more revenue-sharing programs with Indigenous communities.
- Recognition that collection of waste in some communities can be a challenge and that recycling costs can be prohibitive.
- Challenges meeting with BC Hydro to pursue power projects.

### 4. Preparing for Climate Change (Adaptation):

Discussions around the provincial climate preparedness and adaptation strategy were comprehensive and included extensive information-sharing from participants regarding their experiences with climate-change related events and how they have to date responded to emergencies such as flooding, fires, and major erosion.

Some of the key areas of community strengths to respond to climate change that were raised by participants included:

- Strength of Indigenous communities to ‘look after each other’ and to work together to ensure safety of all members during a crisis.
- Traditional knowledge of the territory and species within it – many participants said that this knowledge could be utilized more by first responders in a crisis.
- Existing community programs and relationships between communities and local governments and organizations – many participants shared that they have established agreements with organizations and local governments that they view as a strength in responding to climate events.

Some of the key challenges that were cited included:

- Inadequate capacity to respond to climate events – this includes financial as well as staff resources.
- Inadequate training of members in preparing for emergency events.
- Lack of road access to use in the event of an emergency.

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- Inadequate coordination between federal, provincial and local governments in responding to emergencies, and inability of governments to access traditional and local knowledge of Indigenous communities.

#### Further Engagement:

Engagement with Indigenous communities on CleanBC will continue over the course of 2019 and 2020. There were many suggestions provided on how that engagement could be structured. Several participants suggested one-on-one community visits, while others stressed that an emphasis should be placed on engaging the youth and elders of communities and ensuring that those communities who were not able to participate in the spring sessions are included. Content from this report will be used to inform further engagement.

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## Introduction

This report summarizes Indigenous participant feedback related to climate change and the provincial CleanBC initiative. This information was received during discussions that took place in a series of 10 regional engagement sessions between the Province of B.C. and Indigenous communities and organizations in June and July of 2019. The purpose of the report is to share the province-wide feedback with each of the participants who attended regional sessions as well as with the invitees who were not able to attend. It will also inform the approach to the next phase of engagement.

The regional sessions were jointly organized and hosted by the Climate Action Secretariat (CAS) of the Ministry of Environment and Climate Change Strategy, and the Ministry of Energy, Mines, and Petroleum Resources (EMPR) with logistics support provided by Pace Group. Representatives from the Ministry of Indigenous Relations (MIRR) and the Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRORD) also participated in some of the meetings. As part of its process to collaborate with Indigenous peoples on implementing the CleanBC plan – and consistent with the commitment to the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), the Truth and Reconciliation Commission’s 94 Calls to Action (TRC), and the Draft Principles that Guide the Province of British Columbia’s Relationship with Indigenous Peoples – the Province met with over 110 participants, representing 60+ communities and organizations across B.C. to discuss the initiatives. The BC Assembly of First Nations and the Union of BC Indian Chiefs also sent representatives to some of the sessions.

Indigenuity Consulting Group Inc. (Indigenuity) facilitated the 10 sessions and prepared individual summaries of each meeting. This report is a compilation of those summaries. A draft report was sent to all participants in the regional sessions for review and edits. In addition, participants at a provincial forum on CleanBC in January 2020 had the opportunity to review the initial draft of the report and add further comments. This final version has incorporated those edits.

## Organization of Report

This Report is organized into four main sections:

- Section 1 provides an overview of CleanBC and summarizes participant feedback that was offered around climate change, Indigenous perspectives and values, and CleanBC.
- Section 2 summarizes input that was received on existing CleanBC programs – specifically those in the three CleanBC areas: buildings & communities; transportation; and industrial innovation.
- Section 3 offers a review of feedback received on the provincial climate preparedness and adaptation strategy development.
- Section 4 provides a summary of comments offered by participants on how the Province might want to structure further engagement on the topics discussed.

It should be noted that the feedback provided in this report is not attributed to individual meeting participants and is not a verbatim transcript of discussions, although direct (non-attributed) quotes are included throughout the report for illustration purposes. Reference documents are attached as appendices.

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It should also be noted that the input reflected in this report does not represent an exhaustive list of issues shared by Indigenous people on the topics discussed during the sessions. Given the diversity of Indigenous communities<sup>1</sup> throughout the Province, the inherent limitations of any single engagement process, and the fact that the 10 sessions were the first of a broader set of discussions to be held – it is possible that the list of issues could expand after review of this document and the additional input from future engagement processes. Finally, it should be emphasized that participants at the sessions did not unanimously agree on every point discussed. Accordingly, the summary of discussions as reflected in this report do not represent a unanimous ‘Indigenous position’ on any particular issue.

## Engagement Sessions

Each Indigenous community and Tribal Council in the Province was invited to attend a session at a location most convenient to them, with the option to register to any of the other locations. Two sessions were held in Vancouver to accommodate participants from the Lower Mainland region, participants from remote communities who would have to fly in, and participants who were not able to attend the session in their region on the date that it was held. Invitations were generally sent to Chief and Council via email a few weeks in advance of the regional sessions, followed in most cases by a hard copy invitation and a follow up phone call.

The objectives of the sessions included:

- Providing all participants with common background information on the CleanBC plan and key implementation initiatives - transportation, buildings and community, and industrial innovation.
- Gaining understanding of Indigenous perspectives and priorities relating to B.C.’s changing climate.
- Building relationships.
- Working towards a collaborative process on the development of the provincial climate preparedness and adaptation strategy.
- Creating a foundation for further engagement.

The 10 engagement sessions were held in the following communities throughout BC:

Date	Location
June 3, 2019	Victoria
June 4, 2019	Vancouver
June 10, 2019	Williams Lake
June 12, 2019	Prince George
June 14, 2019	Fort St. John
June 20, 2019	Kamloops
June 24, 2019	Terrace
June 26, 2019	Cranbrook

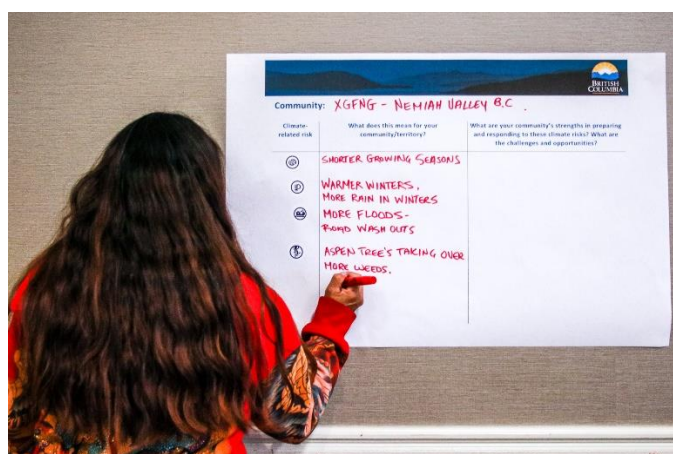
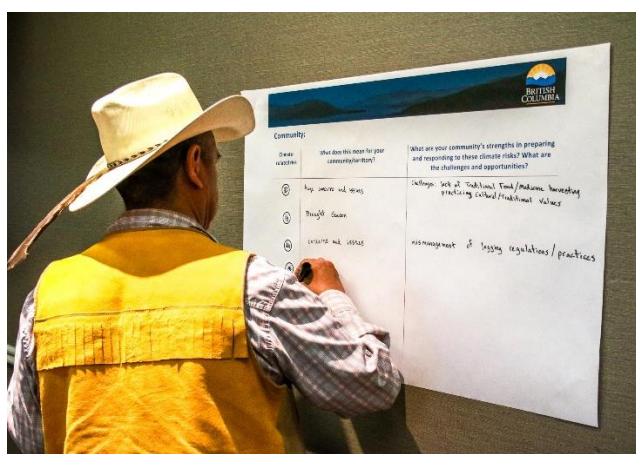
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<sup>1</sup> “Indigenous communities” includes Indigenous governments/First Nations, Tribal Councils, and organizations.

Date	Location
June 28, 2019	Campbell River
July 3, 2019	Vancouver

## Section 1 – Overarching Comments

This section provides a high-level overview of the information provided by provincial representatives on CleanBC. It also summarizes general comments provided by participants – both on the engagement process (defined as the 10 regional sessions), and on climate change and CleanBC broadly. More specific comments related to the programs including within CleanBC and the provincial climate preparedness and adaptation strategy are included in Sections 2 and 3.



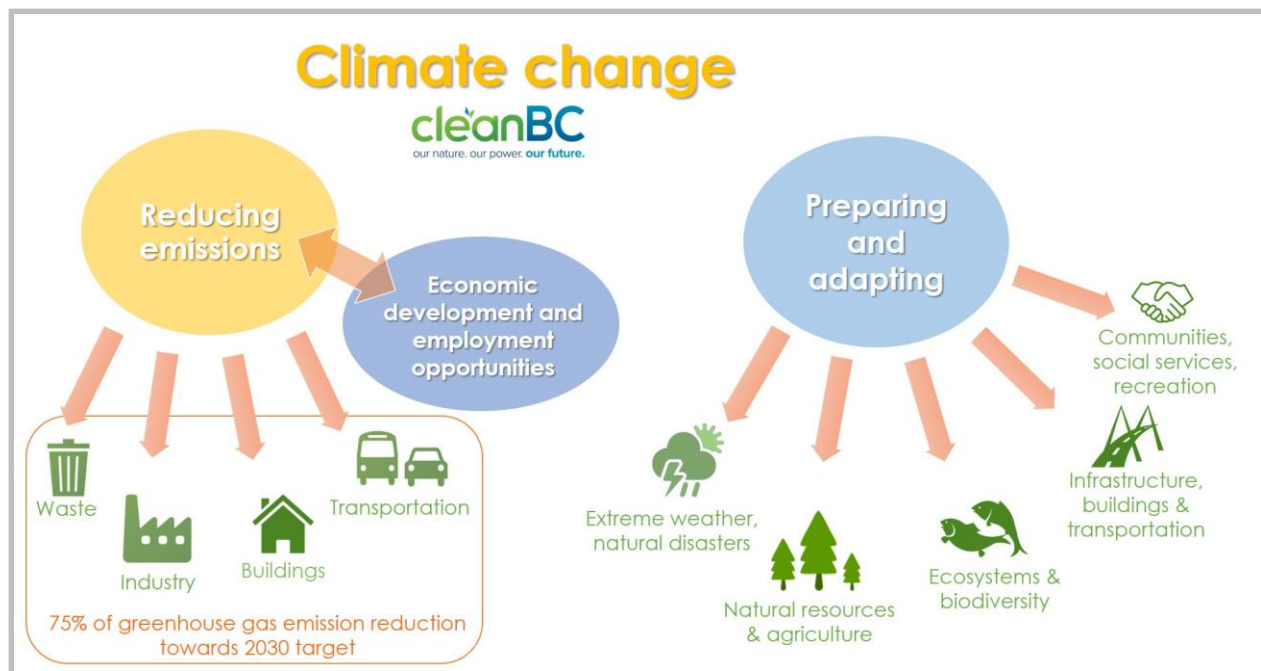
Participants at Kamloops session working on the climate change adaptation group exercise.

### 1. Overview of CleanBC

CleanBC is a cross-government plan to reduce climate pollution, while creating more jobs and economic opportunities for people, businesses and communities. The plan will be implemented through three broad goals:

- 1) To reduce greenhouse gas emissions through various means- this includes through specially-designed programs around transportation, buildings and communities, and industrial innovation (including waste);
- 2) To foster economic development and employment opportunities in an emerging green economy; and
- 3) To prepare for, and adapt to, the effects of climate change through the development of a provincial climate preparedness and adaptation strategy.

These three broad goals are reflected in the diagram below, which was shared with participants during a presentation at each of the regional sessions.



## 2. General Comments - Engagement Process:

Participants shared a number of comments regarding the engagement process that the Province embarked on with Indigenous communities through the 10 regional sessions further engagement. These comments are summarized as follows:

- **Capacity:** Communities have limited capacity to attend various engagement sessions they are invited to participate in. The ad-hoc nature of many engagement sessions makes it especially difficult to plan resourcing effectively.
- **Consultation:** Regional engagement sessions do not constitute provincial consultation on any particular issue.
- **Invitations:** Feedback on the invitations to the sessions was mixed. A number of participants stated that the material provided in advance of the sessions was informative and helpful, while others found it lacked clarity and created some confusion over the purpose and objectives of the meeting. It was suggested that invitations be sent directly to targeted individuals rather than broad-based invitations or invitations directed to Council members.
- **Notice:** Communities require adequate notice to participate in meetings. Not enough time was provided to attend the regional sessions. At least six weeks advance notice is preferred.

*"Government needs to be aware of the administrative burden that communities face without any funding. There is no shortage of meetings...we are slammed at the office and pulled in a million directions"*

- **Program Development:** Concern was expressed about the Province’s commitment to a government -to-government relationship and reconciliation when CleanBC was developed without any involvement of First Nations.



*Williams Lake - Secwepemc Territory*

### 3. General Comments – CleanBC:

Generally, participants were positive about the Province’s approach reflected in CleanBC, and there was broad-based agreement that climate change is a priority that needs to be addressed by all levels of government. There was also an acknowledgement that climate change is an issue that affects everyone, and so working together was an important principle that many participants stressed. Some participants questioned the timeline of some of the policies in CleanBC, suggesting that it did not reflect the urgency of the issue.

The following comments summarize some of the other general comments that were shared around climate change and CleanBC. More specific comments on individual CleanBC programs and the climate preparedness and adaptation strategy can be found in Sections 2 and 3.

- **Accessibility:** The various programs under CleanBC all have different application processes with varying rules and volumes of information to wade through, with nothing available – either in terms of financial or personnel support – to help Indigenous communities navigate through it. Internet accessibility is also an issue, specifically the fact that many communities have slow internet speed which leads to problems downloading and uploading information.

*“The fact that programs are all put under the banner of CleanBC doesn’t mean that they are magically easy to access.”*

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Communities often don't hear about the types of programs offered under CleanBC – there needs to be a way to get the word out more effectively to ensure that Indigenous communities receive the information in a timely manner. Communities have so much going on it is hard to keep up with everything. Many communities 'fall through the cracks' in terms of accessing programs because they don't currently access or work with either BC Hydro or Fortis.

- **Branding:** The term "CleanBC" lacks clarity and creates the potential for confusion with other initiatives and organizations, such as Clean Energy BC.

- **Contradictory Messages:** The Province is sending contradictory messages by promoting programs and policies under CleanBC while at the same time moving ahead with projects like the Site C dam and approving fossil fuel projects, although other participants were supportive of projects such as LNG terminals because of the effect those projects will have on reducing global greenhouse gas emissions. It is not the responsibility of Indigenous communities to reduce greenhouse gas emissions – while First Nations people typically live more sustainably than many other segments of the population industry pollutes more heavily and should be held more accountable.

*"The term 'Clean BC' seems contradictory when the Province is promoting a policy around climate change on one hand and building Site C dam on the other."*

The cancellation of programs such as BC Hydro's Standing Offer Program (SOP) was considered to be a contradictory message from the Province – on the one hand the Province says that it encourages the development of clean energy projects, but on the other hand it cancels the program that enables Indigenous communities to negotiate Electricity Purchase Agreements (EPA). BC Hydro needs to consider Indigenous input into future plans.

- **Coordination:** Three key issues related to coordination were raised:
  - The Province needs to make more of an effort to seek out information about Indigenous communities from existing processes – such as treaty tables, reconciliation tables, etc. – rather than always asking communities to repeat themselves when it comes to identifying priorities.
  - There is an artificial siloing of issues within government and a suggestion that a more holistic approach to issues needs to be taken. For climate change, for example, this means that health issues cover health of people, water, air, culture, etc. – so this would take an all-of-government approach.
  - There is a need to coordinate programs with the federal government to maximize efficiencies.
- **Diversity:** Some CleanBC programs may not apply to communities based on factors such as geography, accessibility, culture, and socio-economics. Each community has its own priorities, challenges, barriers, and strengths.

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- **Funding:** There were a number of issues raised with respect to funding during the sessions – these included the following:
    - There is an inadequate amount of program funding dedicated specifically to Indigenous communities within CleanBC, particularly when you consider that Indigenous communities lack resources and generally suffer more economically than the rest of the population, and so require more support. More money should be allocated to Indigenous communities as a way to acknowledge the profits that government has accrued from Indigenous territories.
    - The ad-hoc, program-based approach to funding creates issues for Indigenous communities. A more strategic approach to resourcing is required. Revenue-sharing as a means to provide resourcing to communities should be explored and is a more appropriate model of resource distribution.
    - In addition to onerous application processes, many programs have burdensome reporting requirements that act as a barrier to accessing funds. A single application and reporting process would be helpful.
  - **Lack of Indigenous Input:** Indigenous communities should have been consulted on the development of CleanBC from the outset, and the lack of consultation is reflected in the fact that there is not enough funding for Indigenous-specific programs, and that many of the programs do not reflect the realities faced by Indigenous communities. Engagement at the outset would have allowed communities to articulate key values, express their interests and to help shape programs and policies, rather than have to fit into already-established processes and priorities.
  - **Measurement and Data:** There is a need to measure climate change and its effects and not simply ‘tick the box’ by putting money into various programs every year. Community-based data is an important way to measure whether engagement on reducing emissions and other climate change related actions are being effective. Energy consumption is easy to track and would help bridge some of the gap in community-based data.
  - **Poverty:** Poverty in Indigenous communities significantly impacts how people can access and utilize various programs. Poverty needs to always be considered when developing and implementing policies and programs because it has such wide-ranging impacts.
  - **Reconciliation:** Issues around the term ‘reconciliation’ were multi-faceted and included the following:
    - The need to be careful about how the word ‘reconciliation’ is used, and questions regarding whether it makes sense to state that CleanBC is one way the Province will achieve reconciliation with Indigenous peoples around climate change. Climate change does not have anything to do with reconciliation, and connecting the two issues creates confusion.
    - The term reconciliation should only be used in conjunction with the word ‘truth’.

*“Reconciliation is a buzz word and doesn’t really have a lot of impact on the community, not clear what it means.”*

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- The term reconciliation does not make any sense because it implies that there was a partnership to begin with that split apart and then was reconciled – this is not the case with Indigenous people and the Crown.
  - Reconciliation can only truly happen when Indigenous Nations can manage and steward their own territories.
  - Free, Prior and Informed Consent (FPIC) needs to be always included in references to reconciliation and constantly repeated so that people – and in particular, industry – begin to understand what it means.
  - Need to address historic grievances in order to achieve reconciliation.
- “The words truth and reconciliation should always be used together, because without truth there can be no reconciliation.”*
- **Other Comments:** Some of the other broad-based comments that participants shared during the regional sessions include the following:
    - A recognition that there is an inherent level of distrust towards government.
    - The need for information-sharing among Indigenous communities and between Indigenous communities and non-Indigenous groups/public. Sharing success stories around climate change programs would be particularly useful.
    - There is a need to educate the public on issues related to Indigenous rights and its role in shaping public policy.
    - The need to involve industry in implementing CleanBC and solutions to climate change was raised by a number of participants as being a gap in the existing initiative.

## Section 2 – Comments on CleanBC Programs

This section provides a summary of the comments provided by participants on the various programs embedded within CleanBC – these programs have been organized into three broad groupings (buildings & communities, transportation, and industry), which were discussed in detail in break-out groups at each session.

The comments are further organized under each program into barriers faced by Indigenous communities, general comments, and program recommendations. A regional analysis on all comments is provided at the end of the section for all three program areas.

### 1. Buildings & Communities

#### Barriers/Concerns

- **Access to Power:** Several communities do not have access to three-phase power and the cost to obtain it is high.
- **Capacity:** Lack of training to install and maintain systems is a barrier to communities, as is a lack of building inspectors at the local level.
- **Cost and Upkeep:** It is difficult to see the upside of green energy options when they often have higher startup costs and generally take more upkeep, and when most renewable power options require the need to mine/smelter product, and pellet plants burn dirty. Remote communities cannot access residual burn and fires are creating competition for fibre supply and also leading to loss of medicines and habitat.
- **Energy:** The primary source of heating in many homes on reserve is wood stoves, which disqualifies those building from accessing certain CleanBC programs.
- **Poverty:** Issues include the following:
  - Communities are often forced to hire the cheapest bidder to work on buildings.
  - Members are often unable to cover rising utility costs to heat homes.
  - There are increased costs around repairs and operations because of lack of maintenance.
  - There is an inability to install technology such heat pumps because of cost and rising hydro rates. Elders in particular are restricted from participating in initiatives like this due to their low fixed incomes.

## Buildings and Communities

1. Better Homes & Better Building Programs
2. Indigenous Community Energy Coach
3. Remote Communities Clean Energy Strategy
4. BC Indigenous Clean Energy Initiative
5. Community Energy Leadership Program
6. Community Clean Energy Branch
7. BC First Nations Clean Energy Business Fund
8. CleanBC Communities Fund

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- **Substandard Housing and Buildings:** On-reserve housing is often not at a standard to take advantage of programs to implement retrofits. Issues of mold, problems with windows, lack of durable materials, and over-crowding are barriers to accessing programs. Lack of maintenance is also cited as a problem as well as issues around waste management, particularly in rural communities.
  - **Other:** There are many factors outside that prevent communities from using power sources such as solar energy (e.g. communities near the airport that can't build anything that might result in visual impairment), and obstacles in relation to biofuel heating such as not enough feedstock.

Suggestions from Participants:

1. Some programs should be regionally based and should be flexible to adapt to a variety of conditions in different communities. Building codes also need to be able to adapt to different circumstances.
2. An entity should be established to help police development on reserve and help ensure that contractors are required to uphold commitments.
3. Instead of grants, it may be more helpful to provide communities with refundable or forgivable loans based on success.
4. Funding should be made available to retrofit windows.
5. The Province should consider developing an inventory of community energy systems.
6. There should be programs for carbon sequestration.
7. The energy coach could conduct a needs assessment for individual communities. It could also hold a list of references for competent clean energy companies in good standing.
8. There needs to be more than one energy coach in the Province and it should reflect a north and south split. BC Hydro and Fortis should be approached to contribute resources for more energy coaches.
9. Investigate the option of establishing bulk-buy programs or different rebates/funding programs based on income.
10. Consider partnering with Indigenous Services Canada.
11. Look at expanding Better Building program so that houses with wood stoves are eligible for funding.

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## 2. Transportation

### Barriers/Concerns:

- **Infrastructure:** There is a lack of charging stations in many areas of the province.
- **Price:** Many people can't afford the price of Electric Vehicles (EVs), either their purchase or operation. Even with high gas prices, driving older vehicles is cheaper. Concern that renewable fuel services could increase food prices because these services may be more expensive and transportation costs of goods like food will increase. Food security is a greater priority than renewable fuels.
- **Electricity:** Cost of electricity is also high, particularly in the north and more rural communities, and a possible deterrent to switching to EVs. Lack of access to electricity is also an issue, and many communities are still running off diesel.
- **Lifestyle:** Connection to the land and way of life will make using EVs difficult in some areas, particularly the north where the cold weather could impact battery performance, where driving distances are large and where large trucks and other vehicles such as sleds and quads are used. EVs do not accommodate hunting, are too small, and need to include trucks.
- **Active Transportation:** Switching to active transportation would be challenging in some areas, particularly in the north where factors such as weather, driving distances, and lack of infrastructure will be an issue. Issues around safety, poor road quality, and unmarked speedbumps for bicycles are also barriers, lack of sidewalks, as well as angry dogs and wildlife.
- **Public Transportation:** The Greyhound closure has left a huge gap. If individuals need to travel, they have to drive. Communities need regional transportation systems.
- **Drivers Licenses:** Not every community member has drivers' licenses and there are many barriers to getting them, so initiatives to decrease emissions through transportation initiatives are not always applicable to some communities.

### Suggestions from Participants:

#### Electric Vehicles (EVs):

1. Hybrids may make more sense in remote areas.
2. Programs like incentives for electric cars should not be influenced by political events. Policies and legislation need to change so that politicians can't change direction.

## Transportation Programs:

- Clean Energy Vehicle Program
- Renewable Fuels Initiative
- Zero Emission Vehicles Act
- BC Hydrogen Roadmap
- Active Transportation Strategy

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3. Encourage development of electric quads, skis, tractors, farm vehicles, industrial vehicles, and other types of vehicles.
  4. Powering school buses using electricity should be explored, especially in places like Musqueam where there is not a lot of transit even though in an urban setting. Establish a bus program that is coordinated between government, industry, and Nations and interconnects services and needs (e.g. transportation to camps for children, and members to health appointments).
  5. There should be incentives for car mechanics to train in working on electric cars.
  6. There needs to be policies that reduce consumption and use of vehicles, not just transition to EVs because there are mining/resources required to make those vehicles that have global impacts. Steel and aluminum to produce EVs should be recycled and not buried. Also, government needs to take into account the resources needed to build large numbers of new EVs.
  7. Participants stressed that the Province needs to give more thought to how it will manage the disposal of batteries from electric vehicles. When batteries can no longer be used and/or the technology of EVs change, something will need to be done to dispose of batteries. Options around recycling batteries should be considered.
  8. Many coastal Nations are remote and accessed by boat, so it may be helpful to also look into promoting the use of electric boats through incentives similar to electric vehicles.

Zero Emission Vehicle Charging Stations/Infrastructure:

9. Consider funding for charging stations without requiring that the station needs to be public.
10. CleanBC programs and strategies should consider ways to monetize charging stations.
11. Develop a policy that public servants must drive EVs or hybrids when they visit communities and carry out their work.
12. Explore environmental issues associated with battery materials.
13. Develop an electric vehicle program targeted to isolated and remote areas. Need to consider questions such as, what will happen if a car breaks down in a remote area with no cell service in the middle of winter?
14. Infrastructure for electric vehicles needs a coordinated plan, particularly with the need for upgrades to electrical facilities that will result from LNG development. There could be economic opportunities for First Nations but it needs to be planned.
15. A lot of First Nation communities own gas stations – these could transition to electric powering stations. Someone else will fill that space if First Nations don't take the lead.

*"It is not clear how rural Indigenous communities fit into some of the CleanBC programs. Reducing emissions from transportation is not a high priority. It can be scary driving an electric vehicle in these regions, and traveling long distances to practice the exercise of rights wouldn't work well with electric cars."*

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16. CEV infrastructure programs should be structured to provide opportunities for Indigenous communities.
  17. Given the cold weather, the Province may want to consider indoor charging stations as an option in the north.
  18. Consider incentivizing communities to produce their own power to provide electricity for charging stations. Solar powered charging stations would be a good idea. The cost of electricity is high, so having a separate source of power might be helpful.
  19. Explore the idea of battery replacement instead of charging station - where drivers can switch out batteries at stations instead of recharging.
  20. Work needs to be done around mapping out where charging stations should go, and to ensure there is enough electricity for infrastructure required. Government also needs to talk to communities to determine who might be interested in hosting a charging station. There could be a fee to use station for the maintenance and service provided.

Fuels:

21. Questions that the Province needs to consider include: how can biofuel be transported? Can existing pipelines be used? Do all electric cars use the same charging system/adaptor?
22. Explore international practices around alternate fuels and technologies.
23. Consider alternative fuel sources such as methane and hydrogen. Hydrogen: Some participants noted an interest in potential economic opportunities from developing hydrogen as an alternative energy source.

Active Transportation:

24. Focus on public transportation in the active transportation strategy.
25. More bike-shares in areas like downtown Prince George would be helpful.
26. Funding to create more walking trails, make trails safer, and bring community together, would reduce cars on the road.
27. Public transportation and infrastructure are important components of reducing emissions and could be highlighted more in CleanBC programs and policies.
28. Rideshare opportunities should be explored. Apps for ridesharing should be made easier to access so it is safer to travel in remote locations. Should consider option of ridesharing in remote communities using delivery trucks. Government should also look at legislative and regulatory barriers to ridesharing.

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## General

29. Consider developing distinct urban and rural transportation strategies as well as north-south routes and transportation systems for isolated and remote areas.
30. Ministry of Transportation and Infrastructure needs to consider that the design of roadways can at times increase idling of vehicles and look into creating infrastructure – such as roundabouts – that would ultimately decrease emissions by minimizing idling.
31. Province may want to look at other jurisdictions for ideas. In Sweden, for example, there are great incentives for green vehicles and penalties for carbon use. Taxpayer dollars in Sweden are now producing roads that contain a metal strip that allows cars to be powered as they are driven, so travelers don't have to stop to fill-up car with electricity. This type of initiative from Sweden would require a change in mindset.

### 3. Industry:

#### Barriers/Concerns:

- **BC Hydro Policy:** The direction that BC Hydro is moving in does not allow for the development of regional electricity hubs for renewable energy. It is promoting isolation rather than encouraging Indigenous communities to be owners and suppliers of green energy. Independent Power Projects (IPP's) are restricted by Hydro regulations not buying in peak periods, so economic opportunity is withdrawn. Also, the tiered system of Hydro rates doesn't work for communities and electricity generally is too costly.
- **Infrastructure:** Energy infrastructure serving Indigenous communities is of poor quality and needs to be improved to be on par with the rest of the province.
- **Coordination:** There is a lack of coordination within government that creates inconsistent policies and does not maximize program values.
- **Electrification:** There could be unintended consequences of relying too heavily on electrification. Also, with focus on electrification, options in alternatives and renewables need to be considered. Hydro-electricity is not necessarily the best approach because of environmental impacts.
- **Industry:** Industry is a major emitter of greenhouse gases and programs to reduce greenhouse gases should be heavily targeted to industry. The Province should also consider the effects that methane emissions have on the environment.

## INDUSTRY

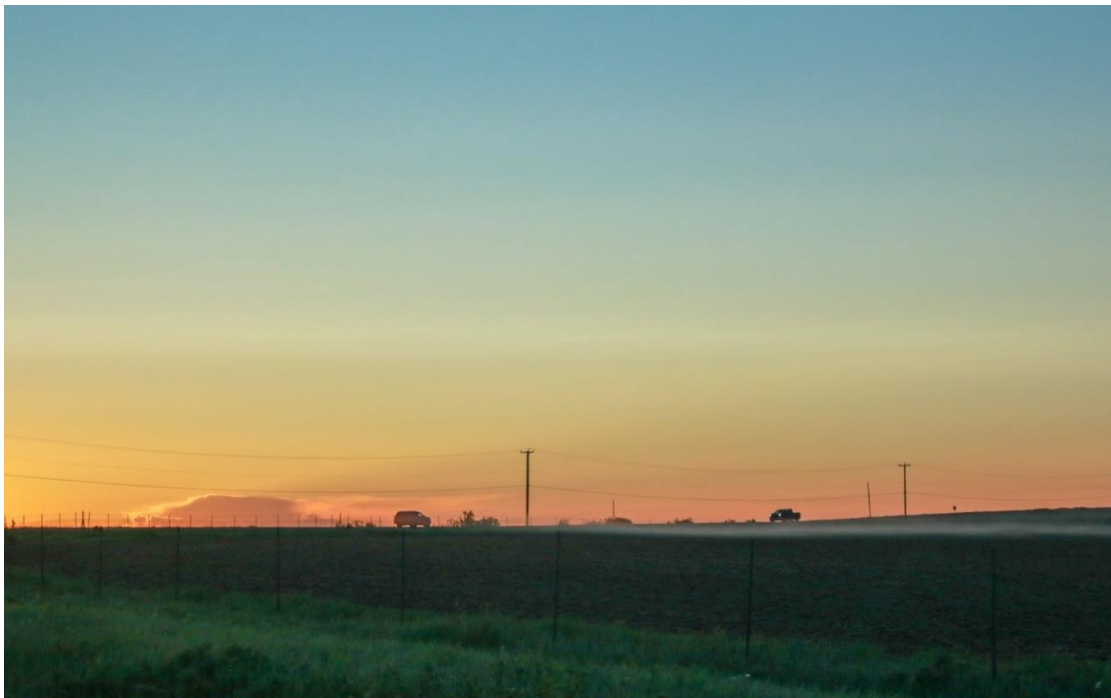
- Industrial Electrification
- BC Bioenergy Strategy Revitalization
- Innovative Clean Energy Fund (ICE)
- CleanBC Program for Industry
- Methane Reduction Regulation
- Climate Change Accountability Act

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- **Pipelines:** Some existing pipelines are more than 65 years old, and there is concern about their safety. It may make sense to regulate a requirement to remove pipelines after a certain age or to have specified timelines for replacements.
  - **Policy of Forest and Range Agreements:** The per capita formula for Forest and Range Agreements means that it is not viable for many communities to log with the amount of volume allocated. Many communities have to save up for years to have enough volume to make it worthwhile to log.
  - **Recycling:** Recycling bins can't be found in many communities and this deters people from recycling.
  - **Water Licenses:** The number of water licenses issued by the province is too large and has created a major impact on water resources. Licensees have too much control even in periods of drought.
  - **Waste:** A challenge in Indigenous communities is that community garbage trucks often are not equipped to separate out recyclables and non-recyclables, so everything goes into the landfill to get buried. There needs to be infrastructure in place to help support First Nations with landfills. Future ban of single-use plastics is a good idea, and new industries should be applying this already, but that often isn't the case.

#### Suggestions from Participants:

1. Review BC Hydro policies including rate structure, lack of resource revenue sharing with Nations, and policy around IPP's. The Province should also explore how BC Hydro could support communities to get onto the grid and off diesel, and how to build stability and diversity into the grid.
2. Explore concept of a First Nations Utility Regulator.
3. Renew funding for the Community Energy Leadership Program.
4. Explore economic opportunities associated with the development of hydrogen as an alternate fuel source.
5. Undertake asset mapping with Indigenous communities to understand the knowledge and expertise that currently exists around energy development. This will also improve understanding around barriers.
6. Undertake regional land assessments to determine environmental impacts and sustainability, and to confirm that alternative fuel sources used in the future will not bring further environmental impact.
7. Explore opportunities for training of Indigenous workers to increase representation in the clean energy sector and related companies.
8. Explore the option of establishing a program that would allow for the purchase of carbon credits from Indigenous communities.
9. Research alternative sources of materials for various uses, such as hemp and bamboo.

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10. Coordinate engagement with Indigenous communities on various programs (e.g. Forest Range Practices Act and CleanBC). Strive to establish a whole-of-government approach to engagement.
  11. Support Canadian solar products – a Canadian solar manufacturing industry may offer an economic opportunity.
  12. Develop a system that includes multiple incentives as well as penalties to change industry practices.
  13. Develop a system that will monetize the costs of industry actions that create negative impacts on the environment (e.g. Mount Polley mine, lack of maintenance of Hydro equipment leading to equipment failure, etc.).
  14. Establish more regulations for the tourism industry. If land is impacted, it needs to be restored for animals and species-at-risk.
  15. Environmental impacts from the forestry industry (e.g. pollution from sawmills, poor clean-up practices) need to be considered.
  16. The forestry industry needs to be more engaged in developing options to mitigate negative environmental effects from its practices.
  17. Funding for First Nations to purchase equity stake in existing clean energy projects would be helpful.
  18. Offer incentives to Indigenous communities to start recycling programs.
  19. Define waste and determine what can be done with plastics and how they can be turned into alternative forms of fuel.



*Fort St John – Treaty 8 Territory*

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#### 4. Regional Analysis:

This section provides a high-level overview of the information received by participants at sessions in the different regions and it highlights key issues and priorities raised in the different regions of the province. For the purposes of this report, the regions are loosely defined as follows:

- North: Communities that would be geographically included in the Terrace, Prince George, and Fort St. John sessions.
- Interior: Communities included in the Kamloops and Cranbrook sessions.
- Lower Mainland: Communities included in the Vancouver session.
- Vancouver Island: Communities included in the Campbell River and Victoria sessions.
- Remote: Communities that may have participated in any of the sessions but that defined themselves as remote by virtue of accessibility and geographic location.

It should be noted that there are several caveats to presenting the information through this lens. First, it simply reflects what was heard at this point in time from the participants who were able to attend the regional sessions. It does not necessarily include either a comprehensive list of issues in each region or identify clear priorities. Second, although there may be some issues that are unique and particular to one certain region of the Province, it is also important to note that individual communities themselves are unique, and that interests and priorities within any one region are likely to vary from community to community. Third, a majority of issues raised were heard at all of the sessions, although there may be more of an emphasis on certain issues in some regions. Finally, the regions are not clearly defined and because some participants attended a session that may not represent the specific region of their community (e.g. a northern community may have participated in a Vancouver session), there is room for error in classifying the information on a regional basis.

	NORTH	INTERIOR	LOWER MAINLAND	VANCOUVER ISLAND	REMOTE
TRANSPORTATION	<ul style="list-style-type: none"> <li>○ Lack of charging stations</li> <li>○ Large driving distances</li> <li>○ Cold climate – battery issues</li> <li>○ Lifestyle/cultural considerations</li> <li>○ High cost of electricity</li> <li>○ Poverty – inability to purchase EVs</li> <li>○ Lack of public transit</li> <li>○ Safety concerns – lack of lighting, sidewalks, etc.</li> <li>○ Consider electric all-terrain vehicles</li> </ul>	<ul style="list-style-type: none"> <li>○ Lack of charging stations</li> <li>○ Cold climate – battery issues</li> <li>○ High cost of electricity</li> <li>○ Poverty – inability to purchase EVs</li> <li>○ Lack of public transit</li> <li>○ Safety concerns – lack of lighting, sidewalks, etc.</li> <li>○ Consider electric all-terrain vehicles</li> </ul>	<ul style="list-style-type: none"> <li>○ Limited charging stations</li> <li>○ High cost of electricity</li> <li>○ Poverty – inability to purchase EVs</li> <li>○ Lack of public transit</li> </ul>	<ul style="list-style-type: none"> <li>○ Lack of charging stations</li> <li>○ High cost of electricity</li> <li>○ Poverty – inability to purchase EVs</li> <li>○ Lack of public transit</li> </ul>	<ul style="list-style-type: none"> <li>○ Lack of charging stations</li> <li>○ Large driving distances</li> <li>○ High cost of electricity</li> <li>○ Poverty – inability to purchase EVs</li> <li>○ Lack of public transit</li> <li>○ Safety concerns – lack of lighting, sidewalks, etc.</li> </ul>

	NORTH	INTERIOR	LOWER MAINLAND	VANCOUVER ISLAND	REMOTE
BUILDINGS	<ul style="list-style-type: none"> <li>○ Poverty</li> <li>○ Unable to access programs (e.g. wood stoves)</li> <li>○ Inadequate housing</li> <li>○ Maintenance issues</li> <li>○ Aging infrastructure</li> <li>○ Consider electric industrial equipment</li> </ul>	<ul style="list-style-type: none"> <li>○ Poverty</li> <li>○ Unable to access programs (e.g. wood stoves)</li> <li>○ Inadequate housing</li> <li>○ Maintenance issues</li> <li>○ Aging infrastructure</li> <li>○ Lack of local materials</li> <li>○ Consider electric industrial equipment</li> </ul>	<ul style="list-style-type: none"> <li>○ Poverty</li> <li>○ Unable to access programs (e.g. wood stoves)</li> <li>○ Inadequate housing</li> <li>○ Maintenance issues</li> <li>○ Aging infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>○ Poverty</li> <li>○ Unable to access programs (e.g. wood stoves)</li> <li>○ Inadequate housing</li> <li>○ Maintenance issues</li> </ul>	<ul style="list-style-type: none"> <li>○ Poverty</li> <li>○ Unable to access programs (e.g. wood stoves)</li> <li>○ Inadequate housing</li> <li>○ Maintenance issues</li> <li>○ Access to materials</li> <li>○ Need for electric boat motors</li> </ul>
Industry	<ul style="list-style-type: none"> <li>○ Interest in green energy projects</li> <li>○ Incompatible BC Hydro policies</li> <li>○ Lack of Hydro infrastructure</li> <li>○ Limited recycling options</li> <li>○ Historical grievances</li> </ul>	<ul style="list-style-type: none"> <li>○ Interest in green energy projects</li> <li>○ Incompatible BC Hydro policies</li> <li>○ Access to fibre</li> <li>○ Limited recycling options</li> <li>○ Historical grievances</li> </ul>	<ul style="list-style-type: none"> <li>○ Interest in green energy projects</li> <li>○ Incompatible BC Hydro policies</li> </ul>	<ul style="list-style-type: none"> <li>○ Interest in green energy projects</li> <li>○ Incompatible BC Hydro policies</li> </ul>	<ul style="list-style-type: none"> <li>○ Interest in green energy projects</li> <li>○ Incompatible BC Hydro policies</li> <li>○ Lack of Hydro infrastructure</li> <li>○ Access to fibre</li> <li>○ Limited recycling options</li> </ul>

### Specific Community Interests:

- ʔaqʼam uses woodchips from the Skookumchuck pulp mill for their biomass facility and would like to see a biomass burner hooked up to St. Eugene, as the resort currently spends \$360,000 annually on heat.
- ʔaqʼam has partnered with the TʼSouke Nation to build a net-zero home with solar electricity and water capture features as a demonstration house. Has also used technology like blower-door testing on homes to determine air tightness.
- Beecher Bay could be a pilot for using invasive species as a biofuel source.
- Doig River is interested in exploring the possibility for biomass.
- Kelly Lake Métis has 12 new housing units that it wants to build more efficiently to withstand environment and time. A lot of energy is used in old homes and people rely on propane; some houses still use wood heat. This is a problem because there is no fire truck in Kelly Lake, so insurance is really high.
- Kyoquot housing is very poor. Fixing this housing is very hard and requires replacing all walls.
- Musqueam could be used as a pilot for powering school buses with electricity. Musqueam is considering replacing its fleet of vehicles, so there may be opportunity to use community as a pilot for transitioning to zero-emission vehicles.
- Musqueam has a committee looking at changing building codes and improving regulations in phases by 2032.
- Nuxalk has done some interesting building designs around energy efficiency.
- Oweekeno and Gitgaʼat Nations are very active in clean buildings – Oweekeno did a two-year pilot project to retrofit houses through Indigenous Services Canada.
- Semiahmoo Nation is interested in exploring clean building options.
- Tahltan National Government (TNG) is currently doing clean energy plan for all six communities and will need capacity to move forward.
- TʼSou-ke Nation is involved in clean energy, passive housing, solar powered energy, and green material.
- A charging station in Port Hardy would be useful. Charging stations could also possibly be piloted in communities like Charlie Lake, Doig River, and Kelly Lake. It would be helpful to mix charging stations with other attractions (e.g. the park and cave at Charlie Lake).
- It may be interesting to consider having an electric bus run from Fort St. John to Prince George as a pilot project. This might make sense because Greyhound has stopped running in the region because of cost.

- Communities in Lillooet could use money for extra light and sidewalks.
- There are major barriers around public transportation in Cranbrook region.
- There needs to be economic reconciliation. This could be in the form of First Nations owning transmission lines and leasing back to BC Hydro, or First Nations owning other assets on their land. But the First Nation may need funding to maintain or operate the asset.



*Prince George - Dakelh Territory*

## Section 3 – Comments on the development of the Provincial Climate Preparedness and Adaptation Strategy

During the discussion on the development of the climate preparedness and adaptation strategy, participants were given the opportunity to chart the key effects that climate change has had on their community, and to share any strengths that their communities may have in preparing and responding to climate risks, and to identify areas where they have challenges. Participants worked together in small groups and wrote detailed information on their experiences with climate change. They typically worked with other participants representing communities from the same region of the province, and then they reported out their findings to the broader workshop group.

In general, the majority of participants expressed the view that climate change is a crisis requiring immediate action. At the same time, a number of participants expressed the view that Indigenous people have suffered as modern economies have developed, and that care should be taken to ensure they do not suffer in the transition to a low carbon economy. It was emphasized that eliminating the barriers to reducing poverty is a priority.

During the discussions around preparing for climate change (adaptation), participants did share some frustration about the impacts that industrial use has had on the land, and stressed that Indigenous rights need to be respected by all users and protected by government.

The wealth of information provided by participants in this topic area was substantive, and the discussions were robust. There were many overlaps and similarities in the impacts of climate change that people shared – impacts to food security, for example.

*“Cattle ranchers seem to have more rights than Indigenous people, who are actual rights holders. The rights of cattle ranchers to graze on land impacts rights of Indigenous people to collect food from the land, so our rights are infringed.”*

The following section summarizes the feedback that was shared, and is broken into three main categories:

- Climate Related Risks and Impacts
- Community Strengths
- Recommendations

It should be emphasized that the information provided by participants is not intended to be an exhaustive, exclusive list of issues faced by communities around climate change. It is simply a reflection of what was heard during the regional sessions from participants who were able to share their time and expertise.

### Climate Related Risks and Impacts:

The following list summarizes the climate-related risks and impacts that participants identified at the regional sessions. This list is offered in no particular order of priority but is grouped into six broad categories.

#### Access and Infrastructure:

1. **Access:** Some participants shared that extreme precipitation and flooding has taken away access to communities and put health and safety at risk, particularly in remote communities where there may be only one point of access in and out of the community.
2. **Debris blockage:** Evacuation routes being blocked by debris falling as a result of storms was an issue shared by some participants.
3. **Infrastructure:** Several participants talked about critical community infrastructure being impacted by climate events – this included BC Hydro distribution lines, water systems and road access.

#### Human Health & Air Quality:

4. **Air quality:** Decreased air quality translates into health issues to both humans and wildlife.
5. **Human health:** Some impacts to human health that were cited include: risks from heat waves, risks from water shortages, risks from decrease in food security, and risks from increase in airborne illnesses. Impact on elders' health was specifically mentioned by many participants, as well psychological impacts.

#### Social & Cultural Impacts:

6. **Social impacts:** Some participants said that climate events have led to a displacement from homes and created social problems within families because of stresses and forced separations.

*“So many dams create a myth of water abundance – everyone thinks there is a lot of water in the Okanagan but there are very poor water conservation practices. Need to think about water using traditional ecological knowledge as well as water laws and management.”*

7. **Ancestral remains:** Impacts from climate events on burial grounds and sacred sites was raised as an important climate effect by many participants.
8. **Cultural impacts:** Many participants shared that climate events directly and indirectly affect Indigenous culture and traditions. Direct impacts include not being able to access spiritual sites or not being able to use medicinal plants; indirect impacts include lack of salmon leading to inability to practice culture. Multi-generational impacts were cited by many participants. Effects of climate change on hunting was also listed as a significant impact.
9. **Food insecurity:** Impacts on fish, game and related habitat, as well as on berries, roots and other wild foods and medicinal plants is contributing to health problems, and loss of family & community gathering as well as increasing poverty as people are forced to turn to buying more processed foods in grocery stores.
10. **Traditional Foods:** Traditional foods/seafood is impacted by climate change (e.g. salmon, clams, crabs, oysters). Medicinal plants were also cited as being at risk from climate events. Salal and cedar were particular species mentioned.

11. **Economic effects:** Some participants shared that impacts from climate change have limited economic development opportunities in their areas; for example, fire is restricting potential for forestry and mushroom harvesting, rising water temperatures are impacting Indigenous commercial fisheries. Plants like salal can't be harvested and ingredients for traditional medicines are more difficult to access.

Water:

12. **Seawater:** increase in temperature and changes in sea levels.
13. **Water:** There was substantive discussion on the issue of water. Participants noted that climate events have made it more difficult to connect to water. They also commented on the fact that many waterbodies have been at their lowest level in decades. Lack of snow from shorter drier winters was also cited as an issue resulting in water shortages.

Fish, Wildlife, & Plants:

14. **Fisheries:** Impacts to fisheries such as sockeye, coho, and steelhead from climate events was a common area of discussion at virtually every session. This included recognition that impacts to fish also leads to impacts around culture, particularly social and ceremonial issues. Some participants shared that an increase in algae has led to decreased access to shellfish. Increased water temperatures and low water flows were cited as some of the reasons for decrease in fisheries resource.
15. **Wildlife:** The issue of wildlife was shared both in terms of the population of certain species being depleted, as well as more interaction between humans and wildlife as wildlife moves into the community seeking food and water. Moose, porcupine, rabbits, bears were specific species mentioned as suffering.
16. **Invasive species:** The increase of invasive species was identified as connected to climate change in multiple sessions across the province. Specific issues mentioned were American bullfrogs consuming local species, hogweed taking over traditional areas, bark beetle infecting forests, and medicinal plants being overtaken.
17. **Impacts to plants:** There is concern that the soil itself is being impacted which will cause food to run out and less water to be retained sub-surface. Examples include maple trees dying off, Saskatoon berries decreasing, Oregon grapes dying off in springtime. In the long-term there will not be enough food to survive, and the decline seems to be accelerating because as plants die, there is less oxygen, and that starts a cycle. Trees that are dying and that are cut down create flooded valleys in areas that used to produce oxygen. These factors also need to be considered, not just reducing emissions. Clear cuts need to stop so that plant life is restored.

*"Water is the most sacred medicine and ties into everything else related to climate change."*

### Natural Disasters:

18. **Fire:** Concern about an increase in both the severity and number of fires was cited as an issue at almost every regional session, and the effects from these climate events were numerous and included: impacts to human health, forests, air quality, wildlife, and water.
19. **Storms:** Participants reported an increase in number and severity of storms, changing sea levels and increased risk of tsunamis. Some representatives shared that certain seasons seem to be lasting longer, which leads to other problems such as fire. Power outages from storms was also flagged as a more common occurrence likely due to climate effects.
20. **Windstorms:** Several participants mentioned the increase in windstorms and effects those storms have had on human health, erosion, and road infrastructure.
21. **Droughts:** Many participants shared that higher temperatures for longer periods of time caused long-term water shortage. Hotter summers and shorter winters are resulting in glacier loss and depleted fresh water reserves, and also creates an influx of fresh water going into the ocean.
22. **Floods:** Increased flooding was cited as a particular problem in certain regions of the province, especially by communities located in valleys or flood plains that are particularly susceptible to climate events. Some participants shared their experience with having to evacuate their homes due to floods.



*Malahat Lookout, Coast Salish Territory*

### Community Strengths:

The following list summarizes the community strengths participants identified at the regional sessions. This list is offered in no particular order of priority.

- Knowledge of community – specifically knowledge of fisheries and the land, and knowledge from elders.
- Long-term visioning – this was cited as being a strength because it will likely result in Nations restricting harvesting to protect species.
- Ability to adapt based on knowledge and experience in the territory.
- Agreements that communities have with governments and industry in areas related to clean energy, sustainability, and waste.
- Skilled members with knowledge in a variety of areas.
- Data and knowledge of their territories and important areas..
- Leadership in environmental issues and community buy-in of the importance of addressing environmental issues.
- Experience living through various climate events.

### Suggestions from Participants:

The following list summarizes suggestions from participants related to the development of the provincial climate preparedness and adaptation strategy.

1. Acknowledge the value of the indigenous green economy, which is based on air, water, sun, wind. Create community hubs for renewable energy and providing sustainable sources of food, water, and shelter.
2. Address cumulative effects on both local and regional ecosystem basis.
3. Build internal capacity. There needs to be a lot of awareness about how to restore wetlands and put it back into ecosystem. Flooding and fire are part of a natural system; flooding brings nutrients, and sometimes prescribed burning is helpful.
4. Build transparency in reporting and improve data collection around impacts on rights and title.
5. Conduct a values-based assessment, based on traditional knowledge, that integrates thresholds for industrial development, and considers what is required to maintain culture and way of life. Consider what areas need to be restored to protect lands and resources within the territory.
6. Consider impacts to traditional medicines.

*“We need to stop ‘needing more’ and make do with what we have.”*

7. Consider issues holistically – can’t just look at one issue at a time (forests, fires, floods, etc.). Impact of climate change on cultural practice and archaeological sites needs to be made explicit and incorporated as a holistic approach, particularly if reconciliation is one of the major lenses.
8. Develop a poverty reduction strategy that goes hand in hand with climate adaptation.
9. Develop back-up for power distribution lines impacted by fire and windstorms.
10. Ensure that provincial representatives have training on traditional knowledge.
11. Focus on renewables (wind, solar, hydro) and bioenergy.
12. Include addressing impacts on cultural sites and practices for funding.
13. Incorporate Indigenous title and rights into law so that it is recognized.
14. Increase community led data collection and monitoring, youth and elder engagement, and funding for communities. Increase reporting of accidents and clean-up, as there are likely incidents that affect the environment that the community doesn’t even hear about that could have significant impacts.
15. Involve the federal government in discussions. Canada has an opportunity to participate in a global initiative to try to combat climate change and commitment to UNDRIP and TRC should be reflected in CleanBC to enable First Nations to play a pivotal role in how B.C. and Canada position themselves. Article 6 of Paris Accord is a key interest to B.C. – aligns with Canada making a contribution to mitigating climate change, and is also aligned with economic self-determination. CleanBC needs to be considered in the context of the global initiative to address climate change. Need to “think globally, act locally”
16. Provide alternatives to traditional foods, given the impact on the indigenous economy and way of life of living off the land.
17. Support First Nations in relation to developing plans for climate change transition and adaptation – e.g. land use plans, emergency management plans, community energy plans, water protection plans, evacuation plans, acid management plans, food security and health maintenance plans.
18. Recognize traditional knowledge on par with western science and encourage more collaboration in developing adaptation strategies.
19. Train First Nation communities in emergency response.
20. Communities should prepare emergency bins that includes fresh food and water.
21. Ensure Indigenous knowledge is incorporated into climate preparedness and emergency planning.

*“There was a major spill on Highway 1 – sludge from waste was released, very contaminated and next to Nicomen and Thompson Rivers – but there did not seem to be any comprehensive clean-up process.”*

22. Include heritage and archaeology as one of the key climate-related risks and impacts.
23. Increase community-led data collection and monitoring and increase reporting of accidents and clean-up from communities.

## Section 4 – Comments on Next Phase of Engagement

Regarding next steps, participants emphasized that engagement needs to be less ad-hoc, more strategically thought-out, and planned and delivered on an ongoing basis and in coordination with other processes delivered by the Province. Additional specific suggestions that were offered on the next phase of CleanBC engagement included the following:

1. **Incorporate Individual Site Visits and Community Tours:** Participants at virtually every session stressed the importance of the Province meeting individually with Indigenous communities to fully understand the unique interests, priorities, and barriers faced by each community. There was a clear articulation that communities are unique and cannot be broadly defined, and that even within different regions there is significant differences among communities. Some participants said it would be helpful for provincial representatives to review CleanBC information with communities on a one-to-one basis.
2. **Pilot Projects:** Some participants suggested that the Province should focus some of its engagement efforts on communities who are leaders in the field of clean energy. This would help inspire others and ‘lead the way’ by example.
3. **Youth and Elders:** Participants said that the Province should make an effort to specially engage youth and elders to get their unique perspective and feedback on issues and to ensure youth are encouraged to carry this work on in the future. Participants emphasized that youth need to be more formally engaged on a regular basis and said thought should be given to including information on CleanBC in school curriculum.
4. **Work with Existing Processes:** The wealth of information about communities from other provincial processes – such as treaty and reconciliation tables – should be utilized in order to effectively plan for further engagement.
5. **Develop Materials:** In order to ensure effective engagement, the Province should focus on preparing clear information packages using plain language to share in advance with communities prior to any engagement.
6. **Encourage Information-Sharing:** Related to the delivery of engagement sessions, some participants said that the Province should put effort into supporting information-sharing among communities through a variety of mechanisms including social media.
7. **Coordination:** Regardless of whatever method of engagement that the Province pursues with Indigenous communities for further engagement, participants said that there should be more coordination of various initiatives within government.

8. **Advisory Committees:** The Province needs to clearly communicate – to all Indigenous communities across the Province –any Indigenous advisory bodies that it establishes to provide input into CleanBC. Moreover, the Province should be aware that some overarching political advocacy groups do not necessarily speak for or represent all communities across BC.
9. **Region-Specific:** Several participants said that climate change strategies need to be developed by region, and that engagement should reflect that approach.
10. **Feedback:** Participants said that an important part of any engagement process should be to ensure the Province is committed to providing feedback on various issues as well, rather than it always being focused on communities sharing information.
11. **UNDRIP:** Any engagement process should be based on principles enunciated by UNDRIP, free, prior and informed consent, and a government-to-government relationship.
12. **Point of Contact:** Participants said that the Province should consider establishing a single point of contact to help with the delivery of CleanBC programs.
13. **Social Media:** Platforms such as Facebook were cited as effective methods for engagement communities. Putting together video clips to share through social media would be helpful.
14. **Remote Communities:** Several participants said that the Province should work to ensure that remote communities are engaged in the next phase of discussions. They also suggested that there should be extra effort to engage communities that were unable to participate in the spring sessions.
15. **Adaptation Strategies:** Any formal strategies need to be collaboratively developed with communities.

## Appendix 1 – Overview Material



### OUR NATURE. OUR POWER. OUR FUTURE.

CleanBC is a pathway to a more prosperous, balanced, and sustainable future. Over the next decade, we will grow the use of clean and renewable energy in how we get around, heat our homes, and fuel our industry – making things healthier and more affordable for people.

CleanBC helps us to use energy more efficiently and waste less, while making sure that the energy we do use is the cleanest possible.

Along with our actions to reduce greenhouse gas emissions, CleanBC provides an effective blueprint to build our economy. The ideas and technologies that reduce our emissions can also create economic opportunities across B.C.

#### Our CleanBC plan:

- Helps us conserve energy and make our homes healthier and more comfortable with incentives for renovations and retrofits
- Makes electric cars more affordable while investing in charging stations and shifting to renewable fuels
- Reduces residential and industrial organic waste and turns it into a clean resource
- Will work in collaboration with Indigenous communities and businesses
- Makes B.C. a destination for new industry and investment to meet the growing demand for low carbon products and services
- Helps people get the skills they need for the low carbon economy of the future
- Creates good jobs that support families and sustain our communities

Learn more about the plan and opportunities: <https://cleanbc.gov.bc.ca/>

CleanBC creates a clear path to our 2030 climate target of 40% emissions reductions from 2007.



## CleanBC Highlights

### *Cleaner transportation*

<b>Bring down the price of clean vehicles</b>	<p>By 2040, every new car will be a zero-emission vehicle (ZEV) with phased-in increases to the ZEV standard</p> <p>Help people to afford cleaner cars and save money on gasoline bills with ZEV incentives</p> <p>Make it easier to charge or fuel a ZEV</p>
<b>Speed up the switch to cleaner fuels</b>	<p>Make our fuel cleaner by increasing the low carbon fuel standard to 20% by 2030 and increasing the production of renewable transportation fuels</p> <p>Make vehicles run cleaner by increasing tailpipe emissions standards for vehicles sold after 2025</p>

### *Improve where we live and work*

<b>Better buildings</b>	Make every building more efficient by improving the Building Code and increasing efficiency standards
<b>Support for better buildings</b>	<p>Incentives to make homes more energy-efficient and heat pumps more affordable</p> <p>Upgrade public housing to make it more comfortable and energy-efficient</p> <p>Make residential natural gas consumption cleaner by putting in place a minimum requirement of 15% to come from renewable gas</p>
<b>Support for communities</b>	Help remote communities reduce dependence on diesel and support public infrastructure efficiency upgrades and fuel switching to biofuels with the CleanBC communities fund

### *Cleaner industry*

<b>Ramp up the CleanBC program for industry</b>	Direct a portion of B.C.'s carbon tax paid by industry into incentives for cleaner operations
<b>Improve air quality by cutting air pollution</b>	Clean up air pollution in the lower mainland with a pilot project to test options to switch 1,700 freight trucks to cleaner or zero-emission fuel
<b>Reduce methane emissions from natural gas development</b>	Reduce methane emissions from upstream oil and gas operations by 45%
<b>Industrial electrification</b>	<p>Provide clean electricity to planned natural gas production in the Peace region</p> <p>Increase access to clean electricity for large operations with new transmission lines and interconnectivity to existing lines</p>
<b>Carbon capture and storage</b>	Ensure a regulatory framework for safe and effective underground CO <sub>2</sub> storage and direct air capture
<b>Cleaner fuels for industry</b>	Make industrial natural gas consumption cleaner with a minimum 15% to come from renewable gas

### *Reduce emissions from waste*

<b>Reduce waste and turn it into a clean resource</b>	<p>Help communities to achieve 95% organic waste diversion for agricultural, industrial, and municipal waste – including systems in place to capture 75% of landfill gas</p> <p>Waste less and make better use of it across all sectors of our economy, like forestry, agriculture, and residential areas, including renewing the B.C. Bioenergy Strategy and building out the bioenergy and biofuels cluster</p>
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### *Carbon pricing*

	Continue the successful carbon pricing framework, with rebates for low and middle income British Columbians and support for clean investments
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## Appendix 2 – Agenda

### Agenda

#### CleanBC Spring 2019 Indigenous Engagement Sessions

9:00	Welcome and Introductions
9:45	Presentation: Overview of CleanBC
10:15	HEALTH BREAK
10:30	Overview of Existing CleanBC Programs
12:00	LUNCH
1:00	Presentation: Developing a Collaborative Climate Adaptation Strategy for B.C.
1:15	Discussions on Preparing for, and Adapting to, Climate Change and Community Experiences
2:00	Discussion: Sharing community stories
2:30	HEALTH BREAK
2:45	How can we work together moving forward?
3:45	Wrap-up & Closing Comments

## Appendix 3 – List of Communities and Organizations

List of Communities and Organizations at  
CleanBC Spring 2019 Indigenous Engagement Sessions

ʔaqam	Kitasoo Band Council	Qualicum First Nation
Adams Lake Indian Band (Secwepemc)	Kitselas First Nation	Quatsino First Nation
Ahousaht	Kitsumkalum First Nation	Seabird Island Band
Beecher Bay/Cheanah Marina	Ktunaxa Nation	Semiahmoo First Nation
Coldwater Indian Band	Ktunaxa Nation Council Society	
	Kwikwasut'inuxw Haxwa'mis First Nation (KHFN)	Shackan Indian Band
Council of the Haida Nation	Kyuquot/Uchuklesah First Nation	shíshálh Nation (Sechelt Indian Band)
Cowichan Tribes	Lake Babine Nation	Snaw-Naw-As First Nation (Nanoose)
Dease River First Nation	Lax Kw'alaams Band	Southern Däkelh Nation Alliance
Doig River First Nation	Leq'Áj:mel First Nation	St'at'imc Chiefs Council
Dzawada'enuxw First Nation	Lillooet Tribal Council	Sto:lo Nation
Esk'etemc First Nation	Lyackson First Nation	Sumas First Nation
Foothills First Nation	Malahat Nation	T'Sou-ke First Nation
Gitanyow Hereditary Chiefs	Matsqui First Nation	Tahltan Band Council
Gitga'at First Nation	Metlakatla First Nation	Tahltan Central Government
	Musgamagw Dzawada'enuxw Tribal Council	Tk'emlups te Secwepemc
Gitxsan		Tlowitsis Nation
Gwa'Sala-'Nakwaxda'xw Nations	Musqueam Indian Band	Ts'kw'aylaxw First Nation
Haisla Nation	'Namgis First Nation	Tsal'alh First Nation
Halalt First Nation	Nazko First Nation	Tsilhqot'in National Government
Heiltsuk Nation	Nee-Tahi-Buhn Band	Tsleil-Waututh Nation
Iskut First Nation	Nicomen Indian Band	Ulkatcho First Nation
K'omoks First Nation	Nisga'a Lisims Government	
	Nlaka'pamux Nation Tribal Council (NNTC)	Wei Wai Kum Nation
K'uL Group		
Ka:'yu:'k't'h'/Che:k:tlés7et'h' First Nations	Okanagan Indian Band	Wet'suwet'en First Nation
Kanaka Bar Indian Band	Okanagan Nation Alliance (Sylix)	Witset First Nation
		Xeni Gwet'in First Nations Government
Kaska Dena Council	Osoyoos Indian Band	
Kelly Lake Leaders Group	Penticton Indian Band	

## Appendix 4 – Adaptation Exercise Template

Climate-related risk	What does this mean for your community/territory?	What are your community's strengths in preparing and responding to these climate risks?